still develop the needed stopping force. A larger surface area of the friction surface 24 also allows for a reduction in the pressure required. Reduction in required pressure is beneficial for non-metallic guide rails since at least in the case of concrete rails, damage could easily be done thereto by higher, small area compressive forces. --

IN THE CLAIMS

Please amend claims 15, 19 and 25, as shown in the Appendix, to read as follows:

15. (Twice Amended) A guide rail safety device, for an elevator car riding on a non-metallic guide rail formed of concrete, the guide rail safety device comprising:

a housing;

a wedge disposed in the housing, the wedge having a friction surface aligned for contact with the non-metallic guide rail;

at least one horizontal locator disposed in the housing, for engaging the wedge and urging the friction surface into contact with the non-metallic guide rail so that the friction surface is wedged against the non-metallic guide rail by motion of the elevator car along the non-metallic guide rail; and

an actuator for triggering urging of the friction surface by the horizontal locator,

wherein the friction surface is sized and the wedge is shaped so that, when urged by the horizontal locator into contact with the non-metallic guide rail, the friction surface is wedged against the non-metallic guide rail with a pressure of not more than approximately 50 psi on the non-metallic guide rail, arresting the motion of the elevator car.

19. (Amended) The guide rail safety device as claimed in claim 15, wherein the friction surface is formed of a material that has a coefficient of friction of approximately 1.0 relative to the non-metallic guide rail.